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RECORD OF GEOGRAPHICAL PROGRESS.

AMERICA.

WAR MAPS.—It cannot be said that, up to June 1, any of the war maps, with one exception, issued by the private map publishers in the United States, is of special value in following the events of the war. It is announced that about 500,000 copies of the most pretentious of these publications, a folio of sixteen pages, have been issued. It proves to be nothing but a hurried throwing together of old and highly colored plates. None of the points of prominence in the war is specially distinguishable. Not a coaling station of any nation is indicated, nor any of the cable lines which have been playing a prominent and, as at Cienfuegos, a tragical part in the war. The registering of colors is wretched and the results are most confusing. On the map of North America, for instance, our east coast towns appear to be fifty miles out in the Atlantic, and Havana and Matanzas are apparently on the south side of Cuba. Misinformation bristles on every page. If an attack on Cadiz, for example, should call special attention to that Spanish city, we should learn from the map of Spain in this production that Cadiz, which really stands on the point of a peninsula surrounded by water on three sides, is situated at the bottom of a land-locked bay. Such productions are beneath criticism.

The war has brought two excellent publications into view, the "Military Map of the Island of Cuba," issued by the War Department, in eight sheets, scale 1:250,000; and the smaller "military map of Cuba," in four sheets, scale 1:500,000 (about eight statute miles to the inch), also prepared in the Military Information Division of the War Department, and published by Julius Bien & Co., of this city. The information on this map is so detailed that any military campaign on the island may be intelligently followed by the general reader with its aid. It gives a good idea of topography and shows the footpaths and wagon roads as well as the few railroads. The same firm has issued an excellent map of the Philippines on a large scale mainly from Dutch and British sources.

THE BOTANY OF ALABAMA.—Dr. Charles Mohr, of Mobile, has for years been engaged in an investigation of the Botany of Alabama under the auspices of the State Geological Survey. One of

the results of his work is a volume now going through the press giving the complete flora of the State. This will be followed by a companion volume in which the useful and the noxious plants will be treated in a very thorough manner.

CLIMATE AND COMMERCE.—Mr. R. DeC. Ward gives an illustration in *Science* (No. 175) of the control of climate over commerce, and the modification of this control through human ingenuity. The closing of the large ports of Russia and Siberia by ice during the winter has been one of the serious drawbacks in the development of their import and export trade. But by means of huge steam rams it is now found possible to keep open many of the important harbors throughout the cold season. Vladivostok has a steam ram which keeps the ice from interfering with the utility of the harbor throughout the winter. The port of Hangö, in Finland, is also kept open by a steam ram, and Admiral Makarof, of the Russian Navy, thinks it perfectly feasible to maintain communication through the winter between the sea and the port of St. Petersburg.

Ice-breakers seem to offer equal advantages in Canada. The *Canadian Gazette* of Feb. 24th reports that an ice-breaker, constructed to run between Port aux Basques, the terminus of the Newfoundland Railroad, and Sydney, Cape Breton, has, pending the completion of the line, been put on the route from Placentia to Sydney, and has been running since November with unfailling regularity, breaking with ease through fifteen inches of solid ice, and keeping open the port of Sydney, which hitherto has been closed in winter.

EUROPE.

A PLACE OF REFUGE FOR SEALERS IN BARENTS SEA.—The *Izvestia* of the Russian Geographical Society reports (No. 4, 1898) the results of the expedition, sent in 1896 by the Hydrographic Department, to Novaya Zemlya to learn if good anchorage ground and a site for a settlement might be secured at Kostin Shar, the strait separating the south-west coast of the south island of Novaya Zemlya from Mezhdusharsky Island. A station there, it was believed, would stimulate the sealing and eider-down industries, the Government designing evidently to supply a place of succor and refuge similar to our station for the whaling fleet at Point Barrow. Bielusha Bay, penetrating the main land and near the west end of Kostin Shar, was selected and the place chosen for the station was named Samoyed. The place is easily reached from the ocean, and vessels surprised by storms on the inhospitable south-west shores of Novaya Zemlya may always find shelter there.

THE FOUNDER OF THE IMPERIAL RUSSIAN GEOGRAPHICAL SOCIETY.—The geographers of St. Petersburg have been celebrating the one hundredth anniversary of the birth of Count F. P. Lütke, who founded the Russian Geographical Society in 1845. His explorations in Novaya Zemlya and his geographical and other scientific observations during his trip around the world (1826–29) made him well known, and during his later life in St. Petersburg he was prominent in the circle of Russian men of science, who were wont to meet at the residence of one or another of the members for informal exchange of ideas on scientific topics. This circle of learned men came to be known as the “Academical Club” and, in its meetings, originated the idea of the Russian Geographical Society, which was realized by Count Lütke. The *Izvestia* says that the young Society had a hard struggle at first and its final success was mainly due to Lütke’s energy and his accurate conception of the lines of practical usefulness along which it should labor. He was president of the Society and the later years of his life were largely devoted to its interests. He died in 1882, in his eighty-fifth year.

RECENT GROWTH OF THE PO DELTA.—The fact is well known that the Adriatic formerly extended farther to the west and at that time Ravenna and Adria were maritime towns, though now they are several miles from the sea. The recently calculated area of Italy shows an increase of land between Porto Buso, on the Austrian frontier and parallel of $44^{\circ} 20'$, north of the mouth of the Savio, of not less than 29.83 square miles, as compared with the measurement of 1884. With the object of ascertaining exactly where the extension of area has taken place, Professor Marinelli drew the line of the coast, as shown on the sheets of the new map, on that of 1883, and measured the enclosed areas with a planimeter. It then appeared that the movement in the outline of the coast has not been everywhere in the same direction, but that in some places the sea has gained on the land. As shown by Professor Marinelli’s table (*Rivista Geogr. Italiana*, Ann. v. Fasc. 1), the total increment of land is 33.32 square miles, while the sea has spread over 3.49 square miles, reducing the gain of land to the 29.83 square miles set down above. Of this area 20.59 square miles are due to the alluvium of the Po itself.—(*Scottish Geog. Mag.*, May, 1898.)

HONORS FOR EXPLORERS PEARY AND HEDIN.—The Geographical Society of London has awarded one of its two Royal medals to R. E. Peary, C.E., U. S. N., for his explorations in northern Greenland, and the other to Dr. Sven Hedin for his work in Central Asia.

EXHAUSTIVE INVESTIGATION.—A rather exceptional illustration of the exceeding minuteness with which some Continental teachers and students conduct geographical investigations is afforded by the long paper of Dr. Josef Ritter Lorenz von Liburnau in his study of the Hallstätter Lake in the Austrian Alps. The area of the lake is less than nine square kilometers, and 218 closely printed pages in the *Mittheilungen* (Band XLI., No. 1 u. 2) of the Vienna Geographical Society are devoted to a microscopic consideration of every scientific aspect of this small body of water.

AFRICA.

DR. H. MEYER'S EXPEDITION TO KILIMA-NJARO.—After Meyer and Purtscheller had conquered Kilima-Njaro, the giant of African mountains, in 1889, it was hoped that other mountaineers would endeavor to carry out more detailed exploration of this highest point in Africa. Quite a number of travellers have visited the mountain since 1889, but none has succeeded in penetrating far into the snow region, though several attempts have been made. Dr. Meyer determined, therefore, to lead another expedition to the mountain for the purpose of completing the studies of his first expedition. He will leave Leipzig in June, accompanied by Mr. E. Platz, the painter and mountaineer of Munich. Dr. Meyer will give particular attention to the exploration of the north side of the mountain, and expects to make a topographic map of that part of Kilima-Njaro. Another important purpose is to study the evidences of former glaciation on the mountain. Several explorers in tropical South America, among whom are Sievers and Regel, have made a study of glacial traces at former periods and at comparatively low elevations. Similar observations have been made in tropical Africa on Ruwenzori by Scott Elliott and on Kenia by Dr. Gregory; and it is believed that similar studies on the greatest of African mountains will yield important results. Dr. Meyer will also give attention to the distribution of Alpine animal and vegetable life.—(*Petermanns Mittheilungen*, No. 4, 1898.)